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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT

CD NO.

COUNTRY East Germany

DATE DISTR 12 November 1954

SUBJECT Tabulation of Steam Locomotives

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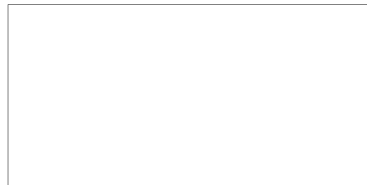
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1. Steam Locomotives, status of 30 June 1954:

a. Total stocks of locomotives available in East Germany:



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	Park of Operational Locomotives					Damaged Locomotives	Grand Total	Remarks
	Serviceable	Under Repair in Railroad Maintenance Shop (BW)	in Railroad Repair Shop (RAW)	Awaiting Repair at RAW	Total			
State-owned locomotives	3410	441	856	408	5115	244	5359	
of which coal dust-fired locomotives	(42)	(15)	(16)	(16)	(89)	(-)	(89)	
Colgan locomotives	317	14	37	6	374	-	374	including: 20 type 01; 86 type 50; 267 type 52; and 1 type 89 locomotives
Foreign-owned locomotives	34	2	12	5	53	717	770	
Narrow-gauge locomotives	159	17	47	6	229	3	232	including: 19 locomotives of 600 mm gauge; 159 of 750 mm gauge; 5 of 900 mm gauge; 46 of 1,000 mm gauge; and 3 foreign-owned locomotives

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- b. Locomotives kept as a reserve included 46 state-owned locomotives at the disposal of the Ministry of Railroads, 29 as a reserve of RBDs, 140 of Bws, in addition to 3 foreign-owned locomotives and 26 narrow-gauge locomotives as a reserve of Bws.²
- c. The 317 serviceable column locomotives included 153 employed on transit missions, 6 kept as a reserve for REDs and 158 kept as a reserve for Bws.
- d. Breakdown of the park of damaged locomotives:

	Scheduled for Repair at RAM	Scheduled for Repair (Damage Category 4)	Scheduled for Deactiva- tion	In the Process of Dismantling	Total
State-owned locomotives	39	150	47	8	244
Foreign-owned locomotives	3	544	169	1	717
Narrow-gauge locomotives	-	-	3	-	3

- e. A total of 159 locomotives of various types were rented out to industrial enterprises for factory requirements. These locomotives were included in the total number of locomotives.⁴

- f. Six locomotives were deactivated.⁵

2. According to the locomotive distribution plant, status of 30 June 1954, the following numbers of state-owned locomotives were available in the eight railroad districts:

Railroad District	Park of Operational Locomotives Total	Serviceable	Damaged Locomotives
Berlin	669 (5)	491 (-)	45 (-)
Cottbus	369 (19)	285 (16)	9 (-)
Dresden	977 (13)	756 (9)	56 (-)
Erfurt	745 (-)	549 (-)	37 (-)
Greifswald	276 (-)	204 (-)	41 (-)
Halle	1032 (52)	751 (32)	31 (-)
Magdeburg	715 (-)	569 (-)	24 (-)
Schwerin	332 (-)	246 (-)	3 (-)
Total	5115 (89)	3851 (57)	244 (-)

Note: The figures in parentheses refer to the number of coal dust-firing locomotives. They are included in the total number.

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1. Comment. Compared to May 1954, the following changes in the stocks of locomotives available were noted: State-owned locomotives decreased by 3 units which were deactivated. There were only slight fluctuations between the number of serviceable state-owned locomotives and those under repair. The German locomotive columns for Soviet transit traffic through Poland were deactivated effective 1 July 1954. After that date, Soviet transit traffic was handled by Poland. Twenty type C1 locomotives remained with the Soviet Locomotive Column No 42 which handles military passenger traffic between the GDR and the USSR. Eighty locomotives, including 8 reserve column locomotives were rented out to Poland in connection with the reorganization of transit traffic. The remaining column locomotives are being distributed to the eight RBDs where they will be marked as a reserve of the Railroad Ministry. The park of foreign-owned locomotives decreased by 3 locomotives which were deactivated. The total number of narrow-gauge locomotives remained constant, while the number of serviceable narrow-gauge locomotives increased slightly.
2. Comment. The operational locomotive reserve consisting of the locomotives at the disposal of the Ministry of Railroads and the RBDs increased slightly while the Bw reserve decreased considerably.
3. Comment. There were only slight fluctuations between the individual categories.
4. Comment. In May 1954, a total of 162 locomotives were rented out to industrial enterprises.
5. Comment. Three state-owned locomotives and 3 foreign-owned locomotives were deactivated.
6. Comment. These data agree with paragraph 1a of the present report. The number of serviceable locomotives includes the locomotives under repair in Bws. The number of locomotives available in the individual railroad districts remained about constant.

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